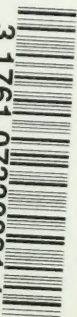


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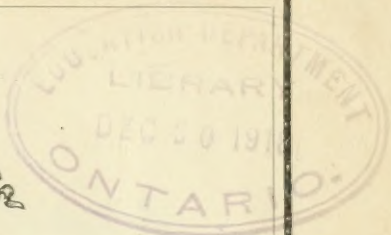


Manitoba. Dept. of
Education
Consolidation of rural
schools

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CONSOLIDATION OF RURAL SCHOOLS IN MANITOBA

"The unwise multiplication of school districts should be stopped, schools which will afford the kind of education needed by rural people should be provided instead, and a rearrangement of expenditures should be made which will provide sufficient funds to maintain the necessary number of good schools and attract good teachers to them. High-school advantages, of a kind suited to rural needs, now largely lacking, should also be provided for all. This is feasible only through a reorganization of the educational resources of each county, and along good business and educational lines."

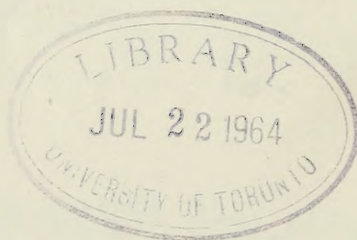
(Cubberley: Rural Life and Education.)

Special Report

OF THE DEPARTMENT OF
EDUCATION FOR THE
YEAR ENDING JUNE 30

1917

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Consolidation of Schools

By the term "consolidation" we mean the joining together of two or more school districts under one board of school trustees, and providing transportation for the children to school. By getting the children together in larger groups the benefits of a graded school can be obtained and the child in the rural school districts can thus receive educational advantages more nearly equal to those obtaining in city schools.

It is now about twelve years since the establishment in Manitoba of the first of our consolidated schools. In the year 1905 consolidation took place at Virden and at Holland. The plan has gradually won its way in the province generally, the number of consolidations taking place each year having been as follows:

1905.....	2	1913.....	19
1907.....	1	1914.....	8
1909.....	9	1915.....	7
1910.....	5	1916.....	4
1911.....	7	1917.....	4
1912.....	10		

At December 31st, 1917, there were 74 consolidated school districts in full operation, comprising 3,077½ sections of land, or an average of 41½ sections each. If this territory were in one block it would measure about 55 miles square.

Consolidation is now past the experimental stage and we are able to estimate results from experience obtained under our own conditions. Wherever consolidation has been adopted it has come to stay. The resultant benefits are shown by an increase in the enrolment, an increase in average attendance, an increase in the number of days' schooling that each child obtained, an increase in the length of time that each child stays at school, and the attainment of a higher grade. These results have been obtained in every case.

Increased enrolment. The most evident and immediate benefit is the increased enrolment. The Consolidated School District of Wellwood Number 135 is composed of three districts. During the last term prior to consolidation these three districts had a total enrolment of 94 and an average daily attendance of 55 pupils, or 58%. For the first term under consolidation the enrolment was 110 and the average attendance 85.36 or 77.6%.

The Increase in Average Attendance and in the number of days attended by each pupil is shown by the following comparison taken from the records of the school year ending June 30th, 1917:

Class of School	Attendance Percentage of Enrolment	Average No. of days attended by each pupil Enrolled
1. Ungraded rural schools	55.6	115.65
2. Ungraded consolidated	56.8	118.25
3. Graded elementary	61.3	127.53
4. Graded consolidated, two teachers.....	63.9	132.87
5. Graded consolidated, three teachers....	67.2	139.94
6. Graded consolidated, four teachers....	67.3	140.02
7. Graded consolidated, more than four teachers	71.9	149.63

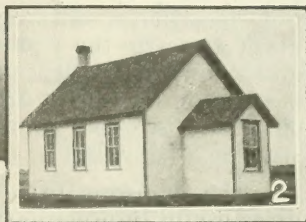
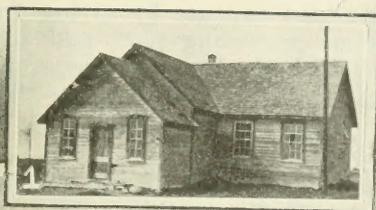
The regular upward progress in both columns is very striking.

When a further comparison is made it is found that the number of pupils attending for more than one hundred days in the school year is only **53** per cent. in the rural schools as against **74** per cent. in the consolidated schools.

The Benefits of Transportation are shown by an examination of those districts where the school is located in a town or village, and a comparison can be made between the attendance of the children who are conveyed to school from outside and of the children who walk to school in the town or village. The records show that the transported pupils attend more regularly than the others.

Consolidated Schools	Average Number of Days Attended by Each Pupil Enrolled Transported Pupils	Pupils not Transported
B. In charge of two teachers.....	142.50	123.46
C. In charge of three teachers.....	144.32	120
D. In charge of four teachers.....	144	124.6
E. In charge of more than four teachers..	154.50	140.2

It will be seen from the above that the average pupil who is transported to school gets from 15 to 20 days more schooling during the year than the one in the same district who walks to school. In the ungraded rural schools the average number of days attended by each pupil is 115.65. Thus the country child in a consolidated district averages from 27 to 39 more days at school each year than the country child in the ordinary rural district. This is from 13% to 20% of the school year, and the educational gain is greater in proportion than these figures indicate.



Snowflake Consolidated School and the Schools it replaced.
Summer Vans at bottom.

Cost of Transportation

The cost of transportation necessarily adds to the expense of maintaining the school, but full value is received in the added benefits above indicated. The average annual cost per pupil attending consolidated schools is \$88.68, and in ungraded rural schools is \$55.61, the proportion being as 8 to 5. The Department of Education contributes towards this added expense by giving an initial grant towards the equipment not exceeding \$500, and an annual grant towards transportation. Hitherto these annual grants have been made on a fifty fifty basis and are more generous than those obtaining in other provinces. It may be necessary to revise this scale at a later date.

The following list of consolidated schools in the province also gives useful information as to details of operation.

Some Information re Transportation

District	No. of teachers	No. of van routes	Ave length in miles	No. of pupils transported	Cost of transportation
Alpine	1	5	5.3	41	\$ 2,074.42
Brigdenly	1	2	7	27	1,042.80
Cameron	2	2	8	37	2,032.90
Flora	1	---	---	63	1,446.15
Langruth	1	3	7	20	1,396.00
Molesworth	1	2	9	29	1,236.00
Palestine	1	2	3½	21	491.40
Beulah	2	4	6	39	1,564.70
Bield	2	4	10	61	3,324.50
Bradwardine	2	3	7	37	1,823.75
Brant	2	4	6½	---	2,700.82
Brookdale	2	3	8	42	2,453.00
Cardale	2	4	6	43	3,585.50
Carroll	2	4	6½	63	3,044.56
Clarkleigh	2	4	6	46	1,596.80
Decker	2	3	7	36	2,250.00
Durban	2	---	---	---	2,731.00
Eagleton	2	6	6	54	3,005.30
Elphinstone	2	2	10	21	1,350.00
Fairfax	2	---	---	39	2,508.48
Greenridge	2	4	6½	71	3,024.60
Hazelridge	2	2	8	58	1,269.35
Isabella	2	4	10	50	2,343.00
Justice	2	4	4½	42	2,192.29
Kenton	2	3	8½	46	2,796.00
Lundar	2	3	5	42	1,682.00
Lyleton	2	2	8	30	1,966.70
Makaroff	2	4	11⅛	83	3,480.64
Merridale	2	4	5	48	1,707.50

Moore Park	2	3	5	24	1,492.30
Oak Bluff	2	4	4 $\frac{1}{2}$	48	3,359.00
Roseisle	2	4	6 $\frac{1}{2}$	39	2,445.00
Ross	2	2	7 $\frac{1}{2}$	31	1,310.00
Shellmouth	2	4	3	24	572.40
Solsgrith	2	2	4	28	1,143.95
Tummell	2	4	4	43	2,872.90
Whitemouth	2	5	4	...	2,565.50
Basswood	3	6	7 $\frac{1}{2}$	76	5,089.76
Darlingford	3	4	5	34	1,957.76
Foxwarren	3	3	8	53	2,505.00
Gunton	3	2	5	55	1,460.00
Lenore	3	2	9	37	1,742.00
Miniota	3	3	7 $\frac{1}{2}$	40	2,309.00
Rutherglen	3	4	6	63	2,797.18
St. Andrews	3	2	5 $\frac{1}{2}$	77	1,547.00
Sanford	3	3	4 $\frac{1}{2}$	45	2,325.50
Snowflake	3	4	8	87	2,058.75
Starbuck	3	2	4 $\frac{1}{2}$	60	1,257.40
Stockton	3	5	6 $\frac{2}{5}$	68	2,886.45
Warren	3	2	5	52	2,200.00
Balmoral	4	4	5	86	2,538.25
Benito	4	4	7	65	5,089.76
Dominion City ..	4	4	5 $\frac{1}{4}$	50	2,315.00
Kelwood	4	3	10	82	1,849.86
Sperling	4	5	5.8	72	1,960.75
Strathelair	4	5	10	77	4,296.35
Birtle	6	3	7 $\frac{1}{2}$	50	1,984.67
Brickburn	7	4	5 $\frac{3}{4}$	100	2,233.00
Dauphin	20	2	9 $\frac{1}{2}$	43	1,501.00
Elgin	5	8	8	127	6,400.00
Goose Lake	7	14	8.7	202	11,099.00
Hamiota	6	5	9.15	74	4,745.00
Holland	6	4	6.25	73	3,050.00
Manitou	7	7	6	95	4,915.30
Melita	7	3	9	56	2,563.00
Rivers	6	4	9.5	58	3,884.40
Teulon	8	3	3	44	1,250.00
Virden	13	2	8	45	1,274.87
	<u>229</u>	<u>241</u>	<u>33.22</u>	<u>3572</u>	<u>\$170,967.22</u>

The advent of the motor van may make a considerable saving in the cost of transportation, and will shorten the time on the road. It has been adopted in many of the States, is now being introduced into Alberta and Saskatchewan, and is being considered by some districts in Manitoba. Care in keeping the roads in good condition will be an important factor. Horses would still have to be used dur-

ing some part of the winter months on account of the snow, but could then be arranged for at lower rates than in the summer.

A cheap, but comfortable, winter van can be constructed by taking a pair of bob-sleighs with extra wide bunks and building upon them a box with side seats and a canvas top after the manner



Winter Van with Prairie Schooner Top.

of the old prairie schooner. Vans of this type were used at Eden in the winter of 1917-18 and were found to be very satisfactory in every way. This plan appears to be preferable to that of changing the regular summer van from wheels to runners.

Procedure to form a Consolidated School District

The procedure varies according as the area to be included in the consolidation is situated within the bounds of one municipality (non-union districts) or within the bounds of two or more adjoining municipalities (union districts).

1. Non-union school districts (Sections 81 to 89 of the School Act).

(a) In each school district a meeting of the resident ratepayers is held. This may be a special meeting, or the matter may be considered at an annual meeting, but notice of such proposal should be given in notices calling the meeting.

(b) At such meeting the resident ratepayers consider and vote upon a resolution requesting the municipal council to pass a by-law to form the proposed consolidated district.

(c) If the resolution carries, the trustees forward a copy of it to the clerk of the municipal council.

(d) The council sends a notice to every person who will be affected by the proposed by-law, stating the time and place at which the matter will be considered.

(e) After representations are heard the council proceeds to the consideration of the by-law and its decision may be to grant the petition in whole or in part.

(f) The clerk of the council sends to the trustees of each school district affected and to the inspector, a copy of the by-law or an extract from the minutes of the council containing its decision.

Appeal to the County Court Judge

(g) An appeal may be made to the County Court Judge against the by-law passed by the council, or against the refusal of the council to act.

(h) This appeal may be made by a majority of the trustees or by any four ratepayers of one of the school districts concerned. It must be made in writing within twenty days after the date of the meeting of the council and must be accompanied by a deposit of ten dollars. The proceedings on appeal are set forth in Sections 83 to 89 of the School Act.

2. Union School Districts (Section 123).

A school district composed of parts of two or more adjoining rural municipalities, or parts of one or more rural municipalities and an adjoining town or village is called a **union school district**. The following are the steps leading to consolidation where a union school district is involved in the proposal:

(a) In each school district a meeting of the resident ratepayers is held. This may be a special meeting, or the matter may be considered at an annual meeting. Notice of such proposal should be given in the notices calling the meeting.

(b) At such meeting the resident ratepayers consider and vote upon a resolution in favor of the consolidation proposed. If this resolution carries, a copy should be forwarded to the clerk of each municipality concerned.

(c) Petitions are prepared, asking for the consolidation desired. Each petition must be signed by at least six ratepayers of the territory to be included in the consolidated district.

(d) The petitions are forwarded to the clerks of the respective municipalities, and to the public school inspector.

(e) Each municipal council appoints an arbitrator and notifies the public school inspector of the appointment.

(f) The inspector fixes the date of the first meeting of the arbitrators and notifies the clerks of the respective municipalities.

(g) The municipal clerk notifies each ratepayer in his municipality who may be affected by the decision of the arbitrators, mentioning the object of the petition and the time and place of the meeting of the arbitrators.

(h) The arbitrators hear representations, and make an award which is binding upon the municipalities concerned, subject to the right of an appeal to the County Court Judge. The award may grant the prayer of the petitioners in whole or in part.

Appeal to the County Court Judge

Where a county court judge is a member of the board of arbitrators there is no appeal from the decision of the board.

In those cases in which the county court judge is not a member of the board of arbitrators an appeal may be made to him from the decision of the arbitrators. The appeal must be made in writing, signed by a majority of the trustees of any district concerned or by any four or more ratepayers of one or more of the districts concerned. It must be delivered to the judge within twenty days from the date of the award of the arbitrators and must be accompanied by a deposit of ten dollars (Sections 83 to 89).

Attention is directed to the following sections of the Public Schools Act:

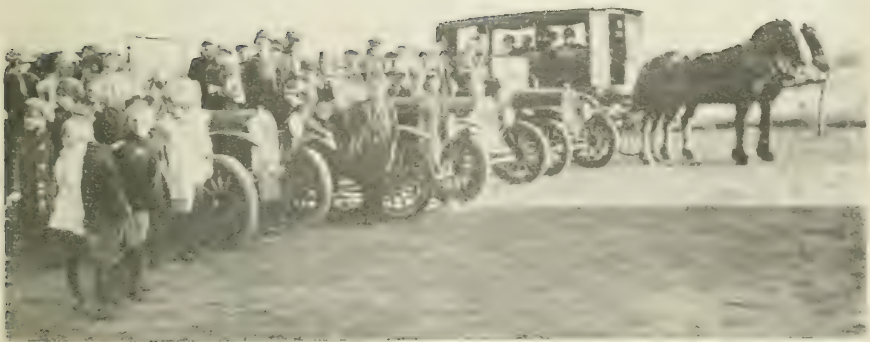
81. (1) Every council of a rural municipality shall have power by by-law:

(a) to alter the boundaries of a school district, or to divide an existing district into two or more districts, or to unite portions of an existing district with another district or with any new district.

(b) to unite two or more districts in the same municipality into one, in case the resident ratepayers of each such district or of a majority in number of such districts, at any annual or special meeting pass resolutions requesting the council to pass such by-law.



Capacity 20 pupils. Price \$315.



Transportation by automobile and by van in Belmont Consolidated School District.

2 Before any such by-law is passed every person who will be affected by it shall be notified in writing, specifying the time and place at which the matter will be dealt with, which notice shall be mailed to such person at his address shown on the assessment roll, at least ten days before the appointed time, and the council shall hear and consider any objections to such by-laws.

123. The following shall be the procedure for the formation, alteration or dissolution of union school districts:

a) On the petition of six ratepayers of the territory in question to the respective municipal councils concerned, asking for the formation, alteration or dissolution of a union school district, each municipal council so petitioned may appoint an arbitrator (who must not be a member of the council), or a resident in or a ratepayer of any of the school districts concerned, notice of which appointment, together with a copy of the petition, shall be sent by the respective clerks to the inspector or inspectors, who shall be ex-officio arbitrators.

“Provided that before any petition is presented to the respective municipal councils asking for the formation of a union consolidated school district, the resident ratepayers of each district to be included in the consolidation, or of a majority in number of such districts, shall at an annual or special meeting pass a resolution in favour of such consolidation.”

b) In cases where the above mentioned arbitrators would be an even number, the senior County Court Judge shall be added, or, in case of an arbitration affecting two or more judicial districts or county court divisions, then the senior County Court Judge of the judicial district or county court division having the largest population according to the last Dominion census.

f) Whenever the County Court Judge is not one of the said arbitrators, an appeal from the decision of the arbitrators may be made to him, and the procedure shall be as provided in Sections 83 to 89 inclusive of this Act.

Adjustment of Assets and Liabilities

94. In every case of the merger of two or more school districts into one under Sections 81 and 93, as soon as the by-law of the municipal council forming the consolidated school district becomes effective, the trustees for such consolidated school district shall proceed to administer all the affairs of the districts so merged, and all the debts and liabilities of every district so merged shall be chargeable and levied against the district which was previously liable therefor, and the title to the lands therein comprised, and any school building, site or other property, real or personal, belonging to any district so merged shall immediately on the organization of the said new board

of school trustees, vest in the new school district and may be sold or disposed of for the sole benefit of such school district; and the proceeds of any such sale or disposal shall be applied towards the payments of the debts or liabilities of such district, and, in so far as such proceeds shall not be required for such purpose, they shall be held and retained by the trustees of the consolidated school district for the benefit of the ratepayers of such merged district and applied in reduction of the taxes thereafter levied upon them.



Motor Van—Ford One-ton Truck (partially finished).
Capacity—20 pupils and driver.
Price with glass windows as above, \$1,232.
Price with curtains, same as horse-drawn van, \$1,072.

Transportation

93. Any district created under the provisions of Section 81 may, with the consent and approval of the Department, be so created without any limitation as to area, if the council shall provide by the by-law that the trustees of such district must make and carry out suitable arrangements for conveying to and from school, once a day each way, all pupils who would have further than one mile to walk in order to reach the school, and after the formation of such enlarged school district, it shall be the duty of the trustees thereof to make and carry out such arrangements and to provide for the expenses of such conveyance.

95. In every consolidated school district formed in accordance with the provisions of Sections 81 and 93, where the trustees undertake the conveyance of pupils under the provisions of this Act, the parent or legal guardian of any child, not being a non-resident pupil,

who resides in the rural portion of the district and is punctually conveyed in some vehicle to and from the school otherwise than by school van (the trustees deeming it unduly expensive so to convey such child), shall be entitled to compensation from the school district at a rate per mile, one way, per day of actual attendance for each child of school age equal to the average cost per child, per mile, one way, per day of actual attendance for the transportation of the children on the van routes for the current half-year, payable half-yearly: provided, however,—

(a) that such child resides more than one mile from the school-house, and more than one-half mile from a van route, and punctually attends school from such residence at least one hundred days in the year, as shown by the school register;

(b) that such parent or legal guardian shall, on or before the thirtieth day of June in each year, file with the trustees of such school district a claim for compensation in respect of the conveyance of such child, or children, by name, and shall subsequently, if and when so required by the trustees, promptly prove each fact upon which such claim is based by affidavit or statutory declaration;

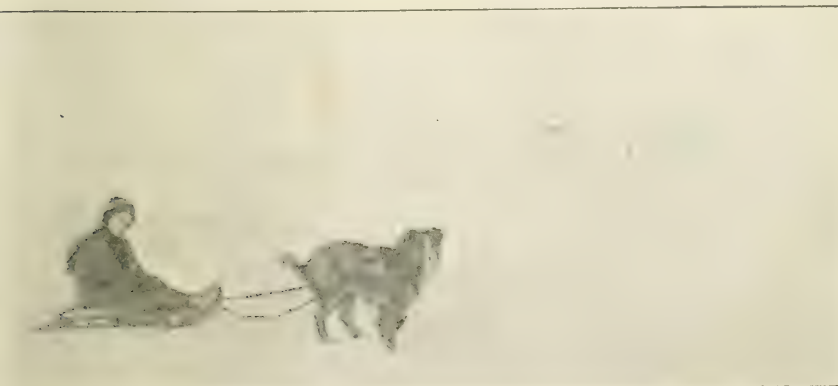
(c) that, whenever such compensation, calculated in accordance with this section, amounts to less than fifteen cents per day, the trustees may, in their discretion, award and allow the sum of fifteen cents per day in lieu thereof.

Division into Wards

131. In a case of a consolidated school district comprising a town or village and a part of an adjoining rural municipality, the said consolidated school district shall be divided into wards for school purposes by the Department, and the rural portion shall form at least one ward; there shall be two trustees elected for each such ward, and their tenure of office shall be regulated as provided in Section 101.

Grants

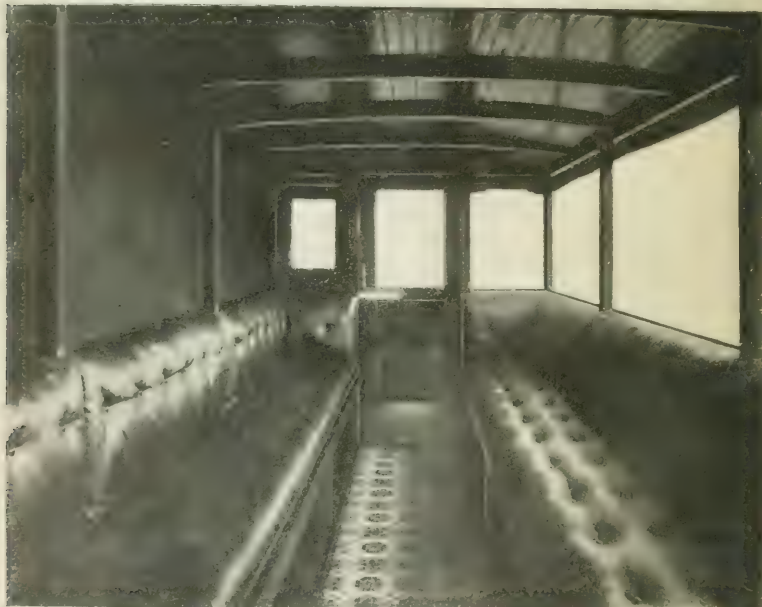
189. Any school district formed under the provisions of Sections 81 and 93 hereof, or under the provisions of Sections 122 and 123 hereof, in which the trustees make and carry out proper arrangements for the conveyance to and from school of all children who would have further than one mile to walk in order to reach the school, shall be entitled to receive the said sum of twenty dollars per month for each teacher employed in the individual districts prior to the merger. The grant shall not exceed the aggregate amount.



Unorganized Transportation.

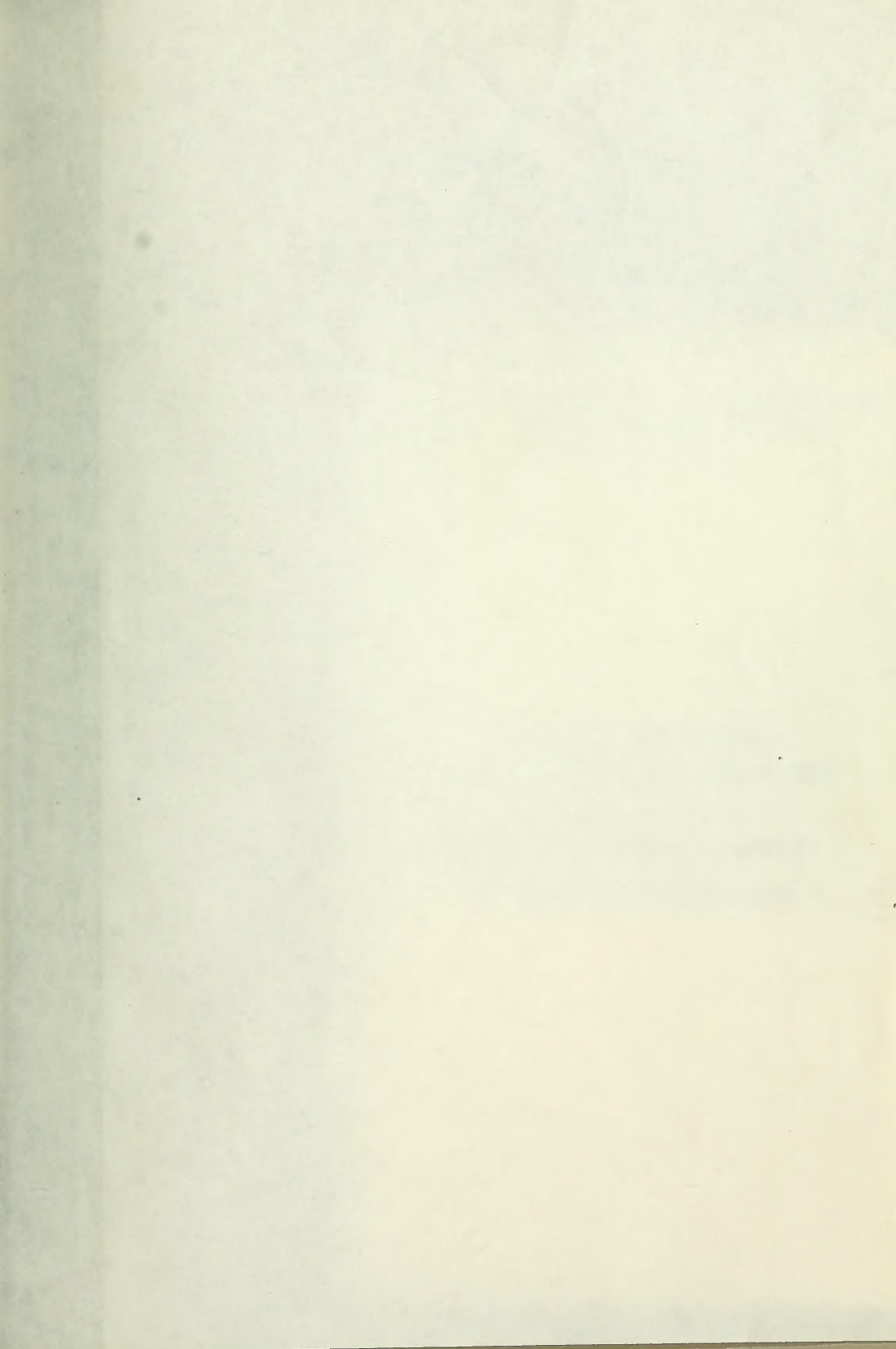
received by the individual districts prior to the merger until the number of teachers exceeds the total number employed in the individual districts prior to the merger.

226. In all cases where there is a merger of school districts under the provisions of Section 93 or of Section 122 hereof, and proper arrangements have been made and carried out for the conveyance to and from school of all pupils who would have further



Interior of Horse-drawn Van.

than one mile to walk in order to reach the school, the aggregate of the Legislative grant to such enlarged school district shall be equal to the sum of the several grants which would have been payable to the respective districts so merged, in case the several schools therein had been continued in operation as before such merger, and the Department may grant a sum not exceeding five hundred dollars, in addition to all other grants, towards defraying the initial expenses connected with such merger, and may grant a further sum, not exceeding fifty per cent. of the cost of transportation, towards defraying the same, provided that all contracts for transportation shall first be approved by the Department.



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Consolidation of rural
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